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CENTRAL INTELLIGENCE AGENCY

REPORT

CD NO.

50X1-HUM

DATE DISTR. 15 Nov. 1951

NO. OF PAGES 5

NO. OF ENCLS.
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constructed [redacted] in accordance with the Russian Ship Registry requirements. A Russian unit, consisting of 20 officers, supervises all construction work at the yard. The Warnow Werft in Warnemuende is also being expanded to permit the construction of ships of over 10,000 tons.

5. The yard has a working capital of 15 million East Marks and its debt amounts to 18 million. All repair work is credited to the reparations account. The Soviet Control Commission issues what is known as a "Naryad" order and sets a fixed reparations value for the order. The following table shows the relative values for repair orders:

Order [redacted] for the steamer PRIORYE (12)		50X1-HUM
Naryad value	East Marks 4,634,000	
Value based on 1944 cost prices	East Marks 9,412,596.77	

Order [redacted] for the tanker DERBENT (13)		50X1-HUM
Naryad value	East Marks 2,067,100	
Value based on 1944 cost prices	East Marks 5,000,000	

Order [redacted] for the steamer ILYA REPIN		50X1-HUM
Naryad value	East Marks 1,345,000	
Value based on 1944 cost prices	East Marks 4,114,810.69	

[redacted] the actual cost of repairs to have been more than 10,000,000 East Marks. 50X1-HUM

Order [redacted] for the steamer KORAISKY (10)		50X1-HUM
Naryad value	East Marks 1,000,000	
Value based on 1944 prices	East Marks 8,481,632.31	

Order [redacted] for the lighter MEDVEZH (14)		50X1-HUM
Naryad value	East Marks 543,000	
Value based on 1944 prices	East Marks 3,592,122.46	

Orders for the steamers KALININGRAD and TOVARISHCH
 Naryad value for each ship East Marks 1,000,000
 Actual cost of repairs for each, over East Marks 20,000,000
 The large additional orders which are given by the individual ships' captains are not included in the Naryad value so that the cost of this extra work causes the actual cost of repairs to come to many times the sum which is fixed by the Russians for reparations. In many cases, the blueprints which are furnished by the Russians are unusable. An example of this was that when the deck of the ILYA REPIN had been completed, it had to be completely torn up since alterations to the machinery were subsequently ordered to be made. The resulting increase in cost was not covered by the Russians or included in the reparations value of the ship. 50X1-HUM
 A similar example can be found at the former Waggonfabrik on Kanalstrasse in Rismar, a joint stock company [redacted]
 [redacted] which was expropriated. This plant produces munition boxes which are 50X1-HUM
 figured at 43 East Marks per box for reparations purposes. The actual cost of production comes to 93 East Marks. This plant is now producing steel parts to be used in the construction work at the Rismar Werft.

6. Schiffsbau und Reparatur-Werft (former Schiffsbergung) Stralsund:

This yard, together with its branch yard in Sassnitz, is still concerned with raising sunken ships. The most important ships to have been raised

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recently have been the HANNA (15), 25,000 tons, her sistership, the HAMBURG, and the former training ship GORCH FOCK.

7. The work of raising the HAMBURG took about one and half years, a longer time than had been calculated since the spring storms caused the wreck to sink again in 1950 after the cofferdams had been damaged. All the work was supervised by Russians who belonged to the Russian salvage company BERON. About 500 German workers were employed on the job as well as 150 Russians, and 50 divers were constantly employed. Considering that the wreck was lying 60 meters under water and 6 miles from the coast, it is probable that the project of raising this ship would not normally have been undertaken. The estimated cost of raising the HAMBURG came to about 3.5 million East Marks. This ship, which had struck a mine and only suffered minor underwater damage, had to be towed

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After being repaired the ship was towed to Warnemuende where it is to be stripped down at the Warnow Werft (16). Parts which are still serviceable will be reconditioned and reinstalled, and all rotten or missing parts of the superstructure, engines, etc., will be replaced.

8. Yachtwerft Berlin:

During 1950, this yard built 6 police speed boats which are powered by former airplane engines capable of 1500 revolutions per minute. During trial tests in the Baltic, the engine proved to be inadequate since, in a heavy sea, the boat almost keeled over.

9. On 28 April 1951, 113 seventeen-meter composite cutters with steel construction and wooden bodies were delivered. These cutters formed part of a reparations order for 131 similar cutters (KFK).
10. Seiners and drifters are said to be constructed for fishing purposes. The seiners, however, are equipped with facilities for accommodating a crew of 25 men and are also provided with a winch which is installed on a platform and serves to raise fishing nets onto a roller which is fixed onto the after deck. Thus equipped, these vessels may, without any further transformation, be used as both a mine sweeper and a mine layer. The drifters, whose main difference from the seiners is a matter of size, were at first equipped with 500 h.p. engines which proved to be inadequate and which were replaced with 1,000 h.p. engines.
11. About 50 per cent of the work of the following shipyards, which are working on reparations orders, consists in the production of structural parts and ships' fittings:

Bootswerft Sanitz
 Vortan Werft, Kuehlungsborn
 Bootswerft Kruse, Ueckermuende
 Bootswerft Buchholz, Greifswald
 Bootswerft Born, Wolgast
 Bootswerft Wessel, Lauterbach, Ruegen
 Schiffswerft Altwarp, Ueckermuende
 Schiffswerft Rlad, Daenholm
 Rodden Werft, Dangarten; (24 and 17 meter cutters)
 Schiffswerft Gehlsdorf, Rostock (17)
 Bootswerft Goldewitz, Rostock
 Bootswerft Lengen, Rostock
 Bootswerft Gersdorf, Rostock

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Volkswerft Stralsund; (seiners and drifters)
 Staatswerft Stralsund (18)
 Schiffsbau und Reparatur Werft (former Schiffsbergung) Stralsund;
 (ship salvage, ship repairs, assembly of seiners, construction of
 welded drifters)
 SAG Neptunwerft, Rostock; (24 meter cutters and torpedo boats)
 Warnowerit, Warnemunde; (handles the repair of large ships)
 SAG Fuerstenberg
 Flauer Schiffswerft
 Bauhof Genthin
 Schiffswerft Uebigau
 Frohse Schoenebeck
 Schiffswerft Rosslau; (seiners, drifters, steel cutlers)
 Feenewerft, Wolgast (assembly of seiners and drifters)
 Yachtwerft, Berlin-Moepenick (former Engelbrecht Werft); (24 meter composite
 cutters, sea cutters and yachts)
 Elbwerft Boizenburg; (drifters)
 Staatswerft Rothersee; (metal cutters and seiners)
 Hugo Schuetze, Aken; (seiners)
 Bollewerft, Derben; (seiners)
 W. und M. Kalitz, Brandenburg
 Thaelmann Werft, Brandenburg; (seiners and drifters)
 Staatl. Oder-Schiff-Fahrts-A.G., Fuerstenberg
 Schiffswerft Wismar (former Hansa Werft); (17 meter steel cutters)

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| <p>Comments:</p> <p>(1) SS. ERVATOR, 2,150 ton sister ship of the POLYUS, built by the SAG
 Neptunwerft in 1935</p> <p>(2) SS. POLYUS</p> <p>(3) En route from Leningrad to Odessa with 97 cadets, she entered Plymouth
 on 24 July 1951.</p> <p>(4) SS. VIOLUNT, belongs to the Ministry of Merchant Fleet (MLF). Work
 on her was 80 per cent completed on 31 March 1950</p> <p>(5) Soviet merchant ship; 2,216 GRT</p> <p>(6) SS. LYURAN, 1,301 GRT, built in 1933, belongs to the
 MLF reported leaving the Baltic on 21 July 1950</p> <p>(7) 1,350 GRT Soviet merchant vessel, belongs to the MLF. She was
 reported sailing in the Baltic on 6 August 1950</p> <p>(8) Work on her was to have been 25 per cent completed by the end of
 1950</p> <p>(9) SS. VYCHEGDA, new merchant ship in the Wismar werft for repairs.
 Work on her was to have been seven per cent completed by the end of
 1950</p> <p>(10) Probably identical with the present MOZHAISKY, former IMPAG ship,
 reportedly moved to Odessa where it was to be converted into an
 aircraft carrier</p> <p>(11) She is presumably war booty of the Soviets. Maintenance work was to
 be 40 per cent completed by the end of 1950</p> <p>(12) Served as a supply ship for the Soviet Navy and is registered in the
 commercial register as a merchant vessel with Vladivostok as port
 of registry. Belongs to the MLF. Work was 44 per cent completed
 on 31 March 1950 and was to be finished by the end of 1950</p> <p>(13) About 400 GRT Soviet merchant vessel still undergoing repairs in
 December 1950</p> | <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> <p>50X1-HUM</p> |
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- []
- (14) SS MEDVEZHI [] about 3,000 GRT, factory and mother ship built for the Soviets [] prior to 1939. She was used during the war as a torpedo depot lighter by the German Navy. Maintenance work was to have been completed by the end of 1950. She belongs to the IIF [] 50X1-HUM
- (15) Renamed SOVIETSKI SOYUZ, she has been towed back to the Larnov wharf after repairs [] 50X1-HUM
- (16) Reconditioning work is reported progressing rapidly 50X1-HUM
- (17) 17 meter cutters are built here [] 50X1-HUM
- (18) Believed to be identical with the Volkswort Stralsund.

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